

Nation Must Supervise The Corporations

By President Theodore Roosevelt.
(Speech made at Denver.)



WANT to say a word as to governmental policy in which I feel that this whole country ought to take a great interest, and which is itself but part of a general policy into which I think our government must go. I have spoken of the policy of extending the powers of the Interstate Commerce Commission and of giving them particularly the power to fix rates and to have the rates that they fix go into effect practically at once.

As I say that represents in my mind part of what should be the general policy of this country. The policy of giving not to the state, but to the national government an increased supervisory and regulatory power over corporations is the first step and to my mind the most important step. In the days of the fathers of the old among you the highways of commerce for civilized nations were what they had always been; that is, waterways and roads. Therefore they were open to all who chose to travel upon them. Within the last two generations we have seen systems grow up and now the typical highway of commerce is the railroad. Compared to the railroad, the ordinary road for wheeled vehicles and the waterways, whether natural or artificial, have lost all their importance.

Here in Colorado, for instance, it is the railroads which are the only highways that you need take into account in dealing with the question of commerce in the state or outside of the state. Therefore, under this changed system we see highways of commerce grow up, each of which is controlled by a single corporation or individual; sometimes several of them being controlled in combination by corporations, or by a few individuals. When such is the case, in my judgment, it is absolutely necessary that the nation, for the state cannot possibly do it, should assume a supervisory and regulatory function over the great corporations which practically control the highways of commerce.

As with everything else mundane, when you get that supervisory and regulatory power on behalf of the nation you will not have cured all the evils that existed, and you will not equal the expectations of the amiable but ill-regulated enthusiast who thinks that you will have cured all those evils. A measure of good will come. Some good will be done, some injustice will have been prevented, but we shall be a long way from the millennium.

Get that fact clear in your mind, or you will be laying up for yourselves a store of incalculable disappointment in the future. That is the first thing.

Now the second step: When you give a nation that power, remember that harm and not good will come from the giving unless you give it with the firm determination not only to get justice for yourselves, but to do justice to others; that you will be as jealous to do justice to the railroads as to exact justice from them. We cannot afford in any shape or way in this country to encourage a feeling which would do injustice to a man of property, and more than we would submit to injustice from a man of property.

Whether the man owns the biggest railroad or the greatest outside corporation in the land or whether he makes each day's bread by the sweat of that day's toil, he is entitled to justice and fair dealing, no more and no less.

"To-Day:" A Rhapsody Editor of the News and Courier.

BORN between two heart beats and dying as instantaneously; ever ending only to begin again before we can draw a breath; filling the space between yesterday and tomorrow without ever merging into either; passing with the swiftness of a weaver's shuttle; dropping one by one into the ocean of eternity, as precious pearls might slip from a silken cord into some deep lake; as unflinching in its flight as is the motion of the earth on its axis, and ever bearing our life with it from one eternity to another, there is nothing more real, nothing more elusive—than that period of time which we call "to-day."

Our life for a day is but an epitome of a lifetime. We wake in the morning with no knowledge of where our souls have been wandering while our senses slept; with fresh vigor and interest we enter upon the occupations and interests of our daily work, and fulfill our duties with a vigor which begins somewhat to fail as the evening shadows lengthen. As darkness deepens, the freshness and strength which marked the early hours of the day give place to weariness, and at last we are glad to lay aside our work and cares and to surrender ourselves to the sleep which so closely resembles death, even though we have no certainty that we shall ever wake to see the light of another day.

Each day has its own allotted task, and it is seldom more than we have the strength to perform. It is only when we go beyond that which was given us for the day and force the tired mind and body to go on and on doing what might well be left till the morrow; when we are not content to bear the evils of the day, but harass our souls by anticipating those the future may bring; when we are not satisfied with the "daily bread" for which one wiser than we taught us to pray, but strive to "lay up much goods for many years;" when the pleasures that were given us to enjoy in moderation degenerate into wild excesses, that nature takes revenge for the neglect of her laws, and sanitariums and lunatic asylums are filled with victims of ill-regulated lives.

Judges Always Fail Heredity and Environment Make Difference. By Justice David J. Brewer.

THE highest thought of the judicial life is justice. That is its ultimate purpose. But what is justice? As between individuals it is securing to each the exact measure of his rights and taking from each the exact amount of his obligations. In other words, it establishes a perfect balance between every act and its result to the actor. Hence the frequent picture of the blind goddess.

Law in the moral world is as imperative as law in the material. The inexorable certainty which appertains to the latter is an attribute of the former. The one is the mathematics of matter; the other the mathematics of the spirit. The scientist is never satisfied until in all the phenomena of matter he has disclosed that certainty.

The judge longs to discover it in all actions to which the moral test is applicable. But here we come to the parting of the ways. The student of matter may succeed; the judge will always fail.

There are two great forces creating and molding our characters—heredity and environment. Two men are brought to the bar of criminal justice. In the eye of the law they stand alike, and yet in the essential elements of character, those elements that enter into and determine the question and quantity of moral guilt, they may be as wide apart as the poles.

Through past generations forces beyond human ken have been operating to give form and shape to their characters. They are unlike because they come of separate ancestry, and different influences have from remote time been at work fashioning them into being.

Those two men stand at the bar of human justice on the same plane, and for the concrete fact proved against them suffer the same punishment; but in the eye of higher wisdom there is a world-wide difference between their guilt. The extent of that difference is something which no human knowledge can determine. In some other time and place the failures of justice on earth will be rectified. Infinite wisdom will there search the past of every life, measure with exactness the influences of heredity and environment, and out of the fullness of that knowledge correct the errors which we are powerless to prevent. The inevitable failure of justice in this life is an assurance of a life to come.

PRESIDENT SPOKE TO MINERS

President Roosevelt Gave Some Splendid Advice.

Wilkesbarre, Pa., Special.—From every section of the anthracite region miners and temperance workers came here, thousands arriving on the early trains, and before daylight crowds of people with lunch boxes and umbrellas had camped out in advantageous spots to await the arrival of President Roosevelt.

The Catholic Total Abstinence Union delegates transacted but little business this morning, and at noon the ten thousand uniformed cadets and soldiers of the two regiments of the order paraded. This parade ended in time for the regiments to line the streets and keep back the great crowds. Before the President's train came to a full stop a great shout went from the enormous crowd assembled at the station, which increased into a roar as the President stepped briskly from the train. The President was met by the local reception committee, which included Father Curran and John Mitchell. The streets along the route from the station to the Susquehanna river, where the speakers' stand was erected, were lined with a solid mass of people. Many of them had been standing at favorite places for hours. The President's reception as he was rapidly driven over the route was a tremendous one. The President appeared to be extremely pleased at the demonstration and kept bowing to the right and left. The crowd at the speakers' stand was so noisy that it took several minutes to quiet the enthusiasm and permit the exercise to begin. Those who spoke were President Roosevelt, Cardinal Gibbons, President Mitchell, Mayor Kirkdall and Father Curran.

John Mitchell, in introducing the President, made a long defence of trade unionism. The President then spoke as follows:

PRESIDENT'S ADDRESS.

I am particularly glad to speak to this audience of miners and their wives and children, and especially to speak under the auspices of this great temperance society. In our country the happiness of all the rest of our people depends most of all upon the welfare of the wage-worker and the welfare of the farmer. If we can secure the welfare of these two classes we can be reasonably certain that the community as a whole will prosper. And we must never forget that the chief factor in securing the welfare alike of wage-worker and of farmer, as of everybody else, must be the man himself.

The only effective way to help anybody is to help him help himself. There are exceptional times when any one of us needs outside help, and then it should be given freely; but normally each one of us must depend upon his own exertions for his own success. Something can be done by wise legislation and by wise and honest administration of the laws; that is, something can be done by our action taken in our collective capacity through the State and nation.

INDIVIDUAL MAN PARAMOUNT.

Something more can be done by combination and organization among ourselves in our private capacities as citizens, so long as this combination or organization is managed with wisdom and integrity, with instance upon the rights of those benefited and yet with just regard for the rights of others.

But in the last analysis the factor most influential in determining any man's success must ever be the sum of that man's own qualities, of his knowledge, foresight, thrift and courage. Whatever tends to increase his self-respect, whatever tends to help him overcome the temptations with which all of us are surrounded, is of benefit, not only to him, but to the whole community.

No one society can do more to help the wage-worker than such a temperance society as that which I am now addressing. It is of incalculable consequence to the man himself that he should be sober and temperate, and it is of even more consequence to his wife and his children; for it is a hard and cruel fact that in this life of ours the sins of the man are often visited most heavily upon those whose welfare should be his one special care.

THE DRUNKARD'S FAMILY.

For the drunkard, for the man who loses his job because he cannot control or will not control his desire for liquor and for vicious pleasure, we have a feeling of anger and contempt mixed with our pity; but for his unfortunate wife and little ones we feel only pity, and that of the deepest and tenderest kind.

Everything possible should be done to encourage the growth of that spirit of self-respect, self-restraint, self-reliance, which, if it only grows enough, is certain to make all those in whom it shows itself move steadily upward toward the highest standard of American citizenship. It is a proud and responsible privilege to be citizens of this great self-governing nation; and each of us needs to keep steadily before his eyes the fact that he is wholly unfit to take part in the work of governing others unless he can first govern himself. He must stand up manfully for his own rights; he must respect the rights of others; he must obey the law, and he must try to live up to those rules of righteousness which are above and behind all laws.

This applies just as much to the man of great wealth as to the man of small means; to the capitalist as to the wage-worker. And as one practical point, let me urge that in the event of any difficulty, especially if it is what is known as a labor trouble, both sides should show themselves willing to meet, willing to consult, and anxious to treat the other reasonably and fairly, each to look at the other's side of the case and to do the other justice. If only this course could be generally followed, the chance of industrial disaster would be minimized.

To Convey Special Government.

Washington, Special.—The cruiser Galveston, which arrived in Hampton Roads, Va., is taking on coal under hurry orders, preparatory to making a trip to Santo Domingo. She is assigned by the Navy department, at the instance of the State Department, to the duty of transporting Professor John H. Hollander and his secretary to Santo Domingo. The professor is to continue the prosecution of his inquiry into Dominican finances and resources.

12 KILLED ON TRAIN

Terrible Loss of Life Caused By a Head End Collision

STRUCK FREIGHT AT FULL SPEED

Collision on the Nickel Plate Road, Near Vermillion, O., Causes the Passenger Engineer and Eleven Passengers Mostly Italian Laborers, and the Injury of 25 Others, Eight Fatally—Badly Hurt Passengers Were All in Smoker—Freight Engineer's Watch Said to Have Been Slow.

Cleveland, O., Special.—A fast east-bound passenger train on the Nickel Plate Road collided with a west-bound freight early Sunday at Kishman, O., near Vermillion, resulting in the death of 12 persons, while at least 25 others were injured, eight of whom will probably die. The wreck, according to the officials of the company, was caused by a misunderstanding of orders or neglect to obey them on the part of the crew of the freight train.

The Dead.

Charles W. Poole, engineer of passenger train, 60 years old, Conneaut, Ohio.
Joseph Alexander, 24 years old, Newark, N. J.
Frank Weaver, 35 years old, Findlay, O.
Domenico Pomodoro, Italian, 30 years old, laborer.
Antonio Grillo, 25 years old, Italian laborer.
Joseph Paraci, 38 years old, laborer.
Frank Burcini, 26 years old, laborer.
Natale Dirmora, 24 years old, laborer.
Antonio Achille, 24 years old, laborer.
Galaguso Travola, 24 years old, laborer.
Calgono Caglino, 22 years old, laborer, hurled through car window; died in Lorain Hospital as the result of his injuries.

The Injured.

John W. Long, 31 Rayner street, Cleveland, right leg broken.
Richard A. Long, son of J. W. Long, right leg amputated, hip cut, head and body contused, may die.
Mrs. John W. Long, back sprained and head cut.
Louise Reinbolt, Bascom, O., compound fracture of left leg, foot crushed and body bruised.
E. E. O'Hara, 213 Milan street, Findlay, O., right leg amputated.
B. L. Kerr, Grafton, O., contusions on both legs.
John W. Murphy, West Haven, Conn., right foot bruised and body lacerated.
Philip Baskin, Tiffin, O., back sprained.
Floyd Turner, Ada, O., left leg broken, face badly cut.
John Dexter, Tiffin, O., three ribs broken and scalp wound.
Frank Phillips, Findlay, O., left shoulder broken.
John Jafa, back sprained.
Leonardo Stracusa, back sprained and body bruised.
Charles Buccafusca, back and both ankles sprained and bad cuts about body.
Veona Leonard, two ribs broken.
Charles Dumont, left hip and back contused.
Joseph Dumont, two ribs broken, back cut and internal injuries, may die.
Tony Trevalli back and both ankles sprained.
Charles Degar, right hip and back sprained.
Albert Jama, right ankle sprained.
Frank Gallia, ankle sprained.
Tony Veranca, ankle sprained and leg badly lacerated.

Aside from the engineer, the men killed on the passenger train were all riding in the smoking car at the head of the train, and were mostly foreign laborers in the employ of the Standard Oil Company, on their way from Fort Seneca, O., to Brookfield, O., in charge of a foreman, Engineer C. C. Poole, of the passenger train, was killed at his post, while trying to reach for the air brake, after seeing the headlight of the freight train. His fireman, Haefner, saved himself by jumping.

Two Coaches Telescoped.

The high speed of the passenger train threw its locomotive and first three coaches over on the engine of the freight train, telescoping the smoker and the car following. The forward cars of the freight train were splintered to fragments.

Of the passengers in the smoker, none escaped injury. Fortunately there was no fire, but the heavy timbers of the wrecked cars pinned down many and prevented them from getting out until assistance arrived.

As soon as possible after the wreck occurred doctors were sent on a special train to the scene from Lorain. The injured were hurried to Lorain and placed in the hospital there. The dead were conveyed to the morgue at Lorain, awaiting identification and disposition.

Steamer Aground.

Philadelphia, Special.—The steamship Peconia, Captain Jones, from New Orleans, with a cargo of sulphur, went aground in the Delaware river, about six miles south of this city. The vessel was released Saturday from the State quarantine station at Marcus Hook, Pa., where she had been detained owing to the prevalence of yellow fever in New Orleans. Two tugs made repeated efforts to float the Peconia during the day, but without success.

TEXTILE NEWS OF INTEREST

Notes of Southern Cotton Mills and Other Manufacturing Enterprises.

Asheville, N. C.

The Asheville Cotton Mill plant will soon be operated by electricity furnished by the W. T. Weaver Power Company, from the latter's water power plant on the French Broad, five miles below Asheville. The mill is now being equipped with the necessary motors. These are of large size and power, the machinery to be affected being grouped into units fly floors and not actuated by a motor attached to each loom, as in the Olympia Mills at Columbia. The steam power will be discontinued. To supply this power and to meet other demands, the Weaver Company has recently doubled its power producing capacity by the installation of a Bullock 750-horse power 660-volt dynamo which is now in operation.

Ashboro, N. C.

Mr. S. Bryant and Mr. S. G. Newlin have recently purchased the entire corporate property of the Randleman Manufacturing Company, and they practically own the Naxem Falls plant, near their recent purchase. Mr. Newlin is president and Mr. Bryant secretary and treasurer of both corporations. Mr. Bryant owning the controlling interest in both plants. The mills consume 7,600 bales of cotton, with an output of 3,700,000 yards of plaids and 750,000 seamless bags annually. They operate 16,000 spindles and 1,018 looms and have recently put in place two improved Sampson water wheels of 230 horse-power, each of which greatly reduces the cost of production, which is a matter of very great importance in this day of close competition in most all lines of manufacturing in this progressive and wide awake country of ours.

Gastonia, N. C.

A gentleman who is in a good position to know says that as far as possible H. Beeler Moore will succeed his father in the management of the cotton mills in which Captain Moore was interested. Mr. Moore has been in office with his father since the building of the Modena mill and is familiar with all the work in hand. He possesses many of the traits of his father and has unquestioned business ability.

The Loray Mill is working more hands than at any time, perhaps, since it began operations. Many new people have moved in and are working there. Last year it used only two of its large boilers. Now, it is using four. There is no night work at this mill.

Haw River, N. C.

The Tulnwood Manufacturing Company has begun work in its new plant, recently completed. It is expected the output of cottonades will soon reach 18,000 pounds weekly. The plant has an equipment of 2,210 spindles and 125 looms. The main building is 240 by 75 feet; engine room 40 by 30 feet; boiler room, 30 by 40 feet; dye house, 28 by 50 feet; cotton warehouse 40 feet square. This enterprise represents the investment of \$30,000.

Cherryville, N. C.

At the annual meeting of the board of directors of the Gaston Manufacturing Company, a 10 per cent. dividend was declared, the 5 per cent semi-annual dividend having been ordered in February. The reports of the officers showed the mills to be in a prosperous condition. New officers were elected as follows: President, J. M. Rhodes; vice-president, J. A. Black; secretary and treasurer, D. P. Rhodes.

Anderson, S. C.

Water power electrical development.—The Hattens Ford Power Co. has been incorporated with capital stock of \$150,000 to develop water power and build an electric plant at Hattens Ford, 16 miles west of Anderson. It is estimated that 6,000 horse-power can be obtained. Augustine T. Smythe of Charleston, S. C.; R. S. Ligon and Fred G. Brown of Anderson are the incorporators.

Meridian, Miss.

It is expected that contracts will be signed in the near future for the equipment of machinery for the Beatrice Cotton Mills. This is indicated by the fact that General Manager L. Cohen, of the company and one of the directors, John H. Christian, have gone to New York to investigate as to machinery contracts.

Textile Notes.

W. B. Munson, J. B. McDougal, S. P. Archer and J. R. Handy have incorporated the Denison, Texas, Cotton Mill Co., with capital stock of \$150,000. They will utilize an established plant.

Leroy Springs, the well known cotton mill operator, of Chester, S. C., is said to contemplate the erection of a \$1,000,000 plant at Cheraw, S. C.

Sam R. Chew is reported as interested in a plan for the organization of a \$100,000 stock company to build a cotton mill at Banburen, Ariz.

PRIVATE CAR LINES

Many Complaints From Many Sections Have Been Lodged

INTER-STATE COMMISSION ACTS

Southern, Seaboard, Atlantic Coast Line and Other Railroads. Along With the Armour Car Line and Other Such Concerns Are Made Respondents in Proceedings.

Washington, Special.—The Interstate commerce commission, on its own initiative and as a result of complaints against private car lines, unexpectedly began an investigation of the relations between railroads and refrigerator lines, by which it is charged that the act to regulate interstate commerce is being violated in several specified particulars. The complaint set forth by the commission is directed against the Armour Car Line, the American Refrigerator Transportation Company, the Santa Fe Refrigerator Dispatch, and the following railroads:

St. Louis & San Francisco, Atchison, Topeka & Santa Fe, St. Louis, Iron Mountain & Southern, Central of Georgia, Southern Atlantic Coast Line, Seaboard Air Line, Pennsylvania, Southern Pacific, and Kansas City Southern.

The railroads and refrigerator lines are made respondents in proceedings which require that specific answer to all allegations be made to the interstate commerce commission by September 5.

It is charged that by way of rebates or other devices the refrigerator lines are acting for the railroads as authorized agents, and the railroads, acting through the refrigerator lines, are collecting and receiving for the refrigeration of fruit and vegetables lower rates from some shippers than they are contemporaneously receiving for similar service rendered to other shippers. This is held to be in violation of section 2 and 3 of the act to regulate interstate commerce.

Another charge is that failure and neglect to publish at shipping stations and file with the interstate commerce commission the rates and charges imposed for the refrigeration of fruits and vegetables, constitutes a violation of section 6 of the interstate commerce act.

The commission alleges further that the charges published jointly by the refrigerator lines and the railroads for the refrigeration of fruits in certain specified territories are unreasonable, unjust and in violation of section 1. The territories described are Missouri, Arkansas, Indian Territory, Texas, California to Eastern points, Louisiana and Kansas, and Georgia, South Carolina and North Carolina, to New York.

Complaints against the private car lines extend over the entire life of the first act to regulate interstate commerce and all acts amendatory thereto. Hearings have been had in various sections of the country, and not infrequently have changes in the schedules been made for the announced purpose of remedying alleged abuses. Combinations of railroads and private car lines have prevented any wholesale regulation of these rates. Charges of discriminations against small shippers have poured in on the commission for a number of years. The matter has been made the subject of investigation by congressional committees, and several laws have been passed giving increased powers to the commission in an effort to reach alleged combinations said to be prohibitive of the small shipper entering into competition with shippers leasing by the year large numbers of private cars.

The action taken by the interstate commerce commission now indicates a belief that certain cases set forth in the proceedings can be reached under the present laws. In any event, the proceedings are looked upon as a test, and it is declared they will prove of inestimable value in informing Congress what new laws are needed for national control of private car lines where combinations are made with railroads which affect the freight and refrigeration schedule.

For National Assembly.

St. Petersburg, by Cable.—A commission has been appointed to draw up a manifesto which will be issued by the Czar announcing the convocation of a proposed national assembly. This commission will be composed of Baron Inskouk Von Dildebrandt, M. Manoukhen and Stiensunsky and Prosecutor General Pobiedonostzev.

Arrested For Peonage.

Macon, Ga., Special.—J. K. Mitchell, a prominent farmer of Wilcox county, was arrested at his home by Federal officers and lodged in Bibb county jail to await a hearing on the charge of peonage. A warrant has been issued from the district attorney's office charging Mitchell with working Charles Warren, a negro boy of 15, in servitude. The accused man is said to have brought the boy from North Georgia, and when he became indebted to his employer and ran away, he was pursued with a warrant taken in justice court, but instead of allowing the law to be enforced, Mitchell is said to have paid the costs incurred and afterwards made the boy labor on his farm.

Pays Big Dividend.

New York, Special.—The Standard Oil Company has declared a quarterly dividend of \$6 per share, payable September 15th to stock of record of August 18th. This makes \$30 per share declared so far this year against \$20 per share for the same time last year.

By Wire and Cable.

By a practically unanimous vote, Norway declared in favor of the dissolution of the union with Sweden.